

MINISTERS UPHOLD STRONG'S HANDS.

Resolutions Put Forth at
Three Separate
Meetings.

ALL FAVOR HOME RULE.

Methodists, Presbyterians and
Congregationalists Sustain
the Mayor.

OPPOSE LAUTERBACH POLICE BILL.

Roosevelt Calls at the City Hall, and
There is a Growing Belief That Com-
missioners Grant and Parker Will
Be Placed on Trial.

Three different ministers' associations—Methodist, Presbyterian and Congregational—considered resolutions yesterday on the subject of the Police Board complications, and all of the most strongly commended the Lauterbach bill.

At the meeting of the Methodists, held at No. 150 Fifth avenue, Rev. F. M. North offered the following resolutions:

Resolved, That we, as ministers of New York and vicinity, in harmony with the action adopted by the meeting one year ago upon the occasion of an address by Mr. Theodore Roosevelt upon the enforcement of law in New York City, desire now to record our earnest protest against the passage at this time by the State Legislature, under any pretext of any law which shall supersede the present Board of Police Commissioners by a State Commission, and which shall result in a reversal of the policy of home rule, and a menace to the results of the reform movement of 1894, for which we gave our votes and our votes.

Resolved, That we urge the passage of any bill which shall legally strengthen the hand of the Mayor of this city, in dealing with the dangerous situation in the Police Board by the removal of the Police Commissioners, and which shall result in a reversal of the policy of home rule, and a menace to the results of the reform movement of 1894, for which we gave our votes and our votes.

Resolved, That we assure His Honor, Mayor Strong, of our hearty support of him in the extreme exercise of his powers in the present deadlock in the Board of Police Commissioners.

Resolved, That we herewith request the chairman of this meeting to appoint a committee of five, who shall, at the earliest possible moment, present these resolutions to the Legislature and to the Mayor in such form as such a committee may deem most effective.

The resolutions were unanimously adopted, and, to carry out the provision in the last clause, the Presiding Elder named as a committee Revs. F. M. North, Clark Wright, J. O. Wilson, S. P. Cadman and A. D. Yail.

At the meeting of the Presbyterian ministers, at the Fourth Avenue Presbyterian Church, held behind closed doors, resolutions of a similar character were presented by Rev. John R. Davies and supported by Dr. John Hall and a majority of those present. While the constitution of the Presbytery forbade action on the resolutions, the ministers placed themselves individually on record as favoring them.

The Congregational ministers, at a meeting held in the Bible House, adopted the following resolution, offered by Rev. W. T. McEldeon:

Resolved, That we, the members of the Congregational Church Union, deploring the extreme exercise of his powers in the present deadlock in the Board of Police Commissioners, and which shall result in a reversal of the policy of home rule, and a menace to the results of the reform movement of 1894, for which we gave our votes and our votes.

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PURITAN TOWED HOME DISGRACED.

Helpless Off Hatteras, While
Men Worked Day and Night
Below Tumbling Seas.

ANCHORED IN THE STORM.

A Boat Sent Off for Help Came
Back and Was Thrown on
Deck by the Waves.

BREAK DOWN NOT UNEXPECTED.

Boilers and Engines, Quarter of a
Century Old, Without Power
to Move the Misfit
Shafts.

Like a drunken prize fighter escorted home by a couple of messenger boys, the big monitor Puritan staggered on the bay yesterday between the tugs Nina and Narketta, and went to sleep against the Cob Dock at the Brooklyn Navy Yard.

She had been in a storm off Hatteras, her dispirited, stiff, queer old engines had stopped work and left her to tumble to the big sea until the cruiser Columbia took her in tow up to Sandy Hook and gave her to the noisy, disrespectful tugs to fetch her home in disgrace.

To-day the Puritan, star fighting machine of the American navy, goes into the dry dock, as a disordered champion goes into a Turkish bath to recuperate.

Next in order is a court of inquiry to learn why worn-out engines, long past their prime, and never effective, failed to do their duty.

Captain Bartlett, Executive Officer of the Puritan, and all the rest of the officers of the Puritan, are sorry and ashamed of her.

A Crippled Giant.
She was making a try for appearance's sake of coming in under her own steam yesterday, but it was a pitiful pretence. One of her engines would not move a wheel. The other was crippled, and forced to move by the reluctant, if leaky, boilers, this second engine groaned and creaked its invalid protest every time the screw went around.

Every journal and crank shaft is worn out. On the way down to Charleston, where she was to show off with the rest of the white war ships, she never went faster than six knots an hour. There is another story connected with her departure, but that will be told later. In the fullness of time she got to Charleston, did what she could, and on the 3d she started for home.

She felt her way, and got on as long as the sky was bright, and the sea was smooth, but the weather off Hatteras is not always gentle, and the great mass of armor plate, guns and giant guns caught Hatteras in a bad humor.

The storm got pretty bad, and on the morning of the 6th the engines began to fail. The water was so high that the ship was unable to move. The grinding screws groaned, and the whole ship was filled with the nerve jacking noise. Sower and sower they went.

Something the Matter.
On the morning of the 7th Chief Engineer George Cowie touched his hat to the officer of the deck.

The officer of the deck saluted Lieutenant-Commander Selfridge, who passed gloomily into the Captain's quarters, and told him that the Puritan was officially at a standstill. The engineer's communication that passed along the red tape was that the engines refused to work.

The order to get out the anchors came along directly, and presently the Puritan was straining at her cables, and the whole engineering corps was down below with hammers and cold chisels.

All day and all night they worked, while a terrible sea roared about the ship. She is so stiff with armor and heavy gear generally that she did not lift and toss like an ordinary ship, but hung sullenly in the water, the charged air about her broke over her. She was lying off Frying Pan Shoals, where the storm had a good chance at her, and the big swash came force and aft, completely burying the decks and even overrunning the superstructure.

The sale increased in violence, and, big and heavy as she is, the ocean got her rolling. The Puritan has only about three feet of freeboard, and as she rolled to within eight points of the danger point her list was tremendous. Two enormous guns projected from either turret. The case with which these monsters are moved is one of the boasting points of the Puritan, but this delicacy of machinery became an additional danger.

Those great guns began to move under the impetus of the sea. They came the order to "hoist the guns in the turrets. Wooden battens were rigged and the guns were pulled as far inside as possible. Yesterday when the big monitor came in the harbor of these battles were plain on the guns. There was nothing to do but keep things ship-shape while the engineers shipped and hampered to loosen the bearings way down below the trembling surface of the sea.

Everything was made fast except a couple of lifeboats, and then the routine of ship life was resumed. On the evening of the 9th the engineer reported he could turn his engines over, and slowly the monitor got underway again.

Fourteen miles south of Hatteras the bearings began to complain again. The ship was taken in as near shore as was safe, and finally have to off Hatteras light with one engine all gone and the other almost as bad. Up went a string of flags which spelled: "We need assistance."

More trembling and straining at the anchor in that ugly Hatteras gale.

Then came the most dramatic event of the whole voyage, the dispatch of a boat for assistance.

There was no calling for volunteers for the hazardous service. Captain Bartlett merely ordered Lieutenant James M. Hall to take a crew in the whaleboat and go ashore.

In Fearful Peril.
They got the boat over the side with four men in her. In an instant she was on top of a wave, a dozen feet above the heads of the lieutenant and the remainder of the crew, but she came down all right and an instant of quiet water was enough to let her get a big wave on her.

Away they went, fighting the water with the big oars, and they were soon clear. The whole boat made the journey to the shore all right and sent Captain Bartlett's message of distress to Washington.

Getting the boat's crew back on the Puritan was a narrow escape of work. They lay out long lines from the Puritan and the boat's crew drew up steadily and carefully. When they got pretty close there came a big wave, and the boat came up like a drifting chip. On board the lines came in with a splash, and the big waves rolling clear over the Puritan brought the whole boat with it and dumped it on the ship's deck. There was water enough to let the boat and crew get back on the ship, but the boat was so full of water that the crew were safe, if they were very wet.

Throughout all the monitor's mishaps the only man injured was a boatman, whose finger was jammed in the anchor chains.

There is not much more to tell about the Puritan. The cable sent to her rescue from Hampton Roads, was started at 4 o'clock on the morning of the 10th, and by daylight the Puritan was being towed home.

A Foregone Conclusion.
The disastrous ending of the Puritan's cruise was not a surprise to naval men. It was known before she started that her engines were in no condition for a voyage.

She is the last and largest of the low-freeboard monitors. Originally she was designed by Ericsson during the civil war, but her building was slow and the advance in knowledge of armor possibilities subjected her to innumerable changes. The machinery part of her dates back about twenty years, which is reason enough for all that has happened to her. The boilers, eight in number, are of the horizontal, single-end sort. Three furnaces, returnable fire and tubular. They also date from the Rought period and leak. The ship was never developed more than 4,300, and down in the Naval Register as only 3,700. The engines were not set properly at the start, and this has never been corrected. Here is the exact reason, or sequence of reasons for the Puritan's troubles:

First—Her boilers leak.

Second—Her shafts are not true, and when the journals and bearings get hot, they bind.

Third—She cannot develop horse-power enough to force the shafts in the mist boxes.

At the vessel's dock last December

she could not generate enough power to pull her mooring lines taut, and the engines had to be patched up before she could leave the dock. She is supposed to make 15 knots when she is pushed, but 6 is all they have ever been able to get out of her.

The hull and fighting gear are said by experts to be about perfect. She is supposed to be a terror in action, but with the engines and boilers she has to do with she is about the kind of fighter Corbett would be if one of his legs was broken and the other dislocated.

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